

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2021.03**

**BRIDGE REPAIRS 3 LOCATIONS**  
**BENNETT ROAD UNDERPASS MILE 68.6**  
**GROVE STREET UNDERPASS MILE 83.7**  
**ROUTE 9 UNDERPASS MILE 86.1**

The following changes are made to the Specifications.

**SPECIFICATIONS**

Special Provision 107: sheet SP-11 and SP-12 are deleted and replaced with revised sheet SP-11 and SP-12 (Revised 05/10/21).

Special Provision 515: sheet SP-48 through SP-51 are deleted and replaced with revised sheets SP-48 through SP-51 (Revised 05/10/21).

**QUESTIONS**

**The following are questions asked and comments made at the pre-bid meeting held on May 4, 2021, or were submitted to the Maine Turnpike Authority in writing. The answers to the questions are noted. Bidders shall utilize this information in preparing their bid.**

**Question 1:** Can concrete barrier be used to set up permanent lane closures for the heat straightening effort?

**Answer:** The 30-day limitation for concrete barrier being in place at Grove Street discussed in the pre-bid is being adjusted to a maximum of 50 days. Concrete barrier may be used to maintain traffic during heat straightening operations, provided that work is planned to minimize impact to traffic. The delay between heat straightening and girder insertion operations shall not exceed ten (10) calendar days. Should a delay greater than ten (10) days be expected to occur prior to the girder insertion operation, the barrier and lane closure must be removed during that delay.

**Question 2:** Is milling and paving at Route 9 required to be at night?

**Answer:** As long as traffic is maintained at the site in accordance with the maintenance of traffic requirements, milling and paving operations may be done at any time of day.

**Question 3:** Concrete barrier is part of the 652 lump sum traffic control item. Is it being supplied by the MTA? If so, from what location?

**Answer:** As stated in SP 526, the MTA is providing 1,750 LF of concrete barrier. It is located at the West Gardiner maintenance yard.

Question 4: The specification indicates that the size of the girder replacement section at Grove Street will only be determined after the heat straightening procedure. Given the limitation on substantial completion for the Grove Street effort, and the lead time required to obtain the steel girder section, is there any way to determine the girder replacement section sooner?

Answer: The Contractor may procure a girder segment for use as the welded insert prior to heat straightening to avoid delays associated with material lead time. However, the final cutting and fitting of the insert shall occur after girder heat straightening and the required cutout has been completed. A girder segment greater than the anticipated insert length of 5'-0" should be procured to account for the uncertainty inherent with heat straightening work and the potential for variations in the final insert length.

To facilitate procurement of the insert section for the existing WF27x94 girder, the Contractor is provided with the following options: The girder insert may be fabricated from plate steel with similar flange width, flange thickness, and web thickness as the existing girder, and as approved by the Resident. Alternately, the insert section may be cut from one of the following rolled shape sizes: W27 x 94, W27 x 102, W27 x 114, W30 x 108, W30 x 116, or W30 x 124. Where the flange width, flange thickness, or web thickness of the insert is larger than the existing girder the Contractor shall be responsible for grinding the girder insert such that all transitions in thickness or width shall be made on a slope no greater than 1:2.5 (2.5" measured along the girder centerline for each 1" increase in thickness or width).

Question 5: Where in the plans are the limits of work for the Bennett Road underpass approaches shown? Where is the 4.5" section called out in the section 403 of the spec's is located?

Answer: Plan sheet 19 Typical Earthworks Detail shows the limits for the approach work and paving.

Question 6: Please supply more information on the limits of milling and paving for Grove Street.

Answer: The paving limits are 76'-0" by 12'-6" as shown on sheet 26 of 51.

**Any additional questions must be submitted to the Maine Turnpike Authority in writing by 5:00 PM on May 13, 2021.**

**Pre-Bid Meeting Attendees List**

**The following people were present at the pre-bid meeting on May 4, 2021:**

Attendee	Organization
Kristi Van Ooyen	Maine Turnpike Authority
Ralph Norwood	Maine Turnpike Authority
Nate Carll	Maine Turnpike Authority
Scott Warchol	Maine Turnpike Authority
Jamie Mason	Maine Turnpike Authority
Jacque Hansen	Maine Turnpike Authority
Daniel Myers	T.Y. Lin International
Shawn Davis	T.Y. Lin International
Ben Toothaker	T.Y. Lin International
Harold Walton	HNTB
Greg Scott	Scott Construction
Andy Kittredge	CPM Constructors
Matt Callahan	Glidden Paving

**ATTACHMENTS**

- Specifications (6 pages)
- Pre-Bid Agenda (5 pages)

**Notes:** The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is fifteen (15).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-6 of the bid package.

\_\_\_\_\_  
Business Name

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

May 10, 2021

Very truly yours,

MAINE TURNPIKE AUTHORITY

\_\_\_\_\_  
Nathaniel Carll  
Purchasing Department  
Maine Turnpike Authority

of time for bridge closure, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge as prescribed by the project's Substantial Completion date.

The following closures must be completed in the time specified. Supplemental liquidated damages (SLD) of One Thousand Dollars (\$1000) per calendar day per bridge site shall be assessed for each calendar day, or fraction thereof, that any of the below noted closures remain active. The assessed SLD shall continue until the closures have been removed:

- The Contractor will be allowed to close Bennett Road Underpass Bridge for a maximum of 56 (fifty-six) calendar days. This closure must be consecutive and cannot begin prior to June 15, 2021.
- The Contractor will be allowed to close Grove Street Underpass Bridge for a maximum of 60 (sixty) calendar days. This closure must be consecutive and cannot begin prior to June 8, 2021.
- **The Contractor will be allowed to close one lane of the Maine Turnpike at the Grove Street Underpass Bridge using temporary concrete barrier for a maximum of 50 (fifty) calendar days. This closure cannot begin prior to June 8, 2021. The delay between heat straightening and girder insertion operations shall not exceed ten (10) calendar days. Should a delay greater than ten (10) days be expected to occur prior to the girder insertion operation, the barrier and lane closure must be removed during that delay.**
- The Contractor will be allowed to close one lane and use one-way alternating traffic on the Route 9 Underpass Bridge for a maximum of 50 (fifty) calendar days. This closure must be consecutive.

#### 107.4.7 Limitations of Operations

All work required for the Bridge Expansion Joint Cleaning on Wilson Road Mile 2.0 and Littlefield Road Mile 17.3 shall be scheduled within the first month of award and be completed in one day.

The following applies to work at the Grove Street Bridge:

- The temporary strongback shall be in place and supporting the bridge deck before beginning any steel removal on the north fascia girder and shall remain in place until the beam insert work has been completed and accepted. The temporary strongback does not need to be in place to complete the required heat straightening.
- The proposed counterweight materials that are to be placed on the bridge deck shall be in place prior to starting lifting operations with the strongback.
- The Grove Street Bridge shall be closed to traffic while the strongback is in place. The work shall be sequenced such that the duration of the closure is reduced to the extent practical.
- Heat straightening work shall be sequenced such that all repair areas on a given beam are heated in rapid succession in order to maximize the movement induced by each heat cycle. Temporary southbound traffic stoppages will be permitted as outlined in Special

Provision Section 652, Maintenance of Traffic, for this purpose. Traffic stoppages will not be permitted during weekend and Holiday periods.

- All heat straightening shall be completed prior to commencing the beam insert work.
- Lane closures with temporary concrete barrier are allowed on the Maine Turnpike for the completion of girder repairs including **girder heat straightening**, girder removals, installation of the welded beam insert, grinding, rivet and bolt replacements, and the application of protective coatings.
- Approved shielding shall be in place for all work performed around open holes in the bridge deck and for all work within 6 feet of live traffic. This work includes, but is not limited to, drilling/coring holes for hanger rods and pedestals, installing and securing hanger rods to the bottom of the deck, and patching hanger rod holes in the deck.
- The combined weight of all construction equipment, tools and materials on the Grove Street Bridge, excluding any materials shown on the plans, shall not exceed 2,000 pounds while the strong back is supporting the bridge deck.
- The Contractor shall provide shielding, tarps, welding blankets, or other approved devices to prevent adjacent combustible surfaces from igniting during the proposed work and to shield patron vehicles from grinding debris and cutting and welding slag. Fire extinguishers shall be on-hand during all cutting, burning, and heating operations.

SPECIAL PROVISION

SECTION 515

PROTECTIVE COATING FOR CONCRETE SURFACES

(Pigmented Concrete Protective Coating)

Section 515, Protective Coating for Concrete Surfaces, is deleted in its entirety and replaced with the following:

515.01 Description

The work shall include the surface preparation and application of a pigmented concrete protective coating system, consisting of a **pigmented** penetrating sealer, to protect new and existing concrete and masonry structures. The coating system shall be applied to piers, endposts, wingwalls, abutments, curbs, and fascia in accordance with the Plans, Specifications and the manufacturer's published recommendations.

Where pigmented protective coatings are already present on concrete surfaces specified to receive new protective coatings, the work shall also include removing areas of existing protective coating that are blistered, flaking, peeling, or otherwise loosely adhered to the concrete substrate prior to application of the new coating. The removal of loosely adhered pigmented protective coatings shall be completed by high-pressure washing. Where **complete** removal of existing pigmented coatings is required, the anticipated removal limits, and the anticipated quantity of removal, will be shown on the plans. The actual **complete** removal limits may vary and will be established and marked in the field by the Resident.

515.02 Materials

**The pigmented penetrating sealer system shall be a one-coat system consisting of ChemMasters TextureDOT Smooth, as manufactured by ChemMasters, Inc., or an approved equal, consisting of the following:**

- **The coating shall be an acrylic silane polymer blend or an approved equal. This primer shall provide the main protection against the ingress of water borne chlorides and sulfates.**

The products shall comply with regulations limiting the Volatile Organic Compound (VOC) content of architectural and industrial maintenance coatings.

The Contractor shall submit the product data sheets, material safety data sheets and recommended instructions for application of the **ChemMasters Texture DOT Smooth coating**.

The pigmented penetrating sealer color shall be Concrete Gray.

Materials shall be delivered to the site in original packages or containers bearing the manufacturer's labels and identification.

#### 515.021 Substitute Materials

The Contractor shall submit a written request for approval of proposed substitute material naming the proposed manufacturer and product. This request shall be accompanied by:

1. Test data from an independent testing laboratory stating that the proposed substitute meets or exceeds the specified requirements as listed and has been tested in accordance with the specified test standards.
2. Documentation that the proposed material has a proven record of performance when used in the intended application as confirmed by actual field tests and successful installations in place on at least five similar projects.
3. Certification that if two or more types of products are intended to be used as part of a system, they will be supplied by the same manufacturer to ensure compatibility of materials, and to maintain single source manufacturer responsibility.

The Resident reserves the right to require additional testing to evaluate any proposed substitute product at no additional cost to the Authority. The Resident's decision as to the acceptability or non-acceptability of the proposed product shall be final.

#### 515.03 Surface Preparation

All caulking, patching, and joint sealant shall be installed prior to application of the coating. The surface shall be prepared in strict accordance with the instructions of the approved manufacturer. Surface shall be fully cured, dry, and free from contamination such as asphalt coatings, oil, grease, loose particles, decaying matter, moss, algae growth, and curing compounds. The Contractor shall lightly sandblast the surface.

Existing form tie hole plugs which are loose or deteriorated shall be completely removed. The holes shall be reamed to sound concrete. All open form tie holes, new and existing shall be filled with an approved non-shrinking mortar, and after setting, rubbed level to the adjacent surface. Filled holes shall be cured for at least two (2) days prior to the application of the concrete protective coating.

Grass and vegetation adjacent to surfaces to be coated shall be removed or trimmed closely to permit proper preparation and application of the coating.

Where coatings are specified to be applied to concrete surfaces that have been previously covered with pigmented coating, the Contractor shall remove any protective coating that, in the judgement of the Resident, is blistered, flaking, peeling, or otherwise loosely adhered to the concrete substrate. Loosely adhered coating shall be generally defined as any coating that can be removed by vigorously scraping the concrete surface using a 3" steel putty knife and firm pressure. The goal of the removal work is to remove areas of flaking, missing or otherwise compromised coating systems; protective coatings that are tightly adhered to the concrete substrate need not be removed.



The removal of existing protective coatings shall be completed using high pressure washing. The specific pressure, flow rate, nozzle and standoff distance for the high-pressure washing operation shall be selected by the Contractor to remove loosely adhered coatings as specified. After high-pressure washing the Resident shall verify all loosely adhered coatings have been removed from the specified areas by scraping the surfaces with a putty knife. The Contractor will be required to complete additional pressure washing to remove any remaining loosely adhered coatings identified by the Resident

Following removal of existing coating systems all exposed surfaces of the substructure unit to be coated shall be cleaned and rinsed by pressure washing. The Contractor may use, when required, appropriate cleaning materials recommended by the sealer manufacturer in conjunction with high pressure water for cleaning the concrete or masonry. After pressure washing the concrete surfaces shall be allowed to air dry for a minimum of 48 hours prior to applying the new protective coating.

The Contractor will be responsible for controlling and filtering runoff resulting from the pressure washing operations in accordance with Supplemental Specification 656, and all local, state and federal requirements.

#### 515.04 Application

The materials shall be mixed and applied in strict accordance with the instructions of the approved manufacturer. **Apply the coating** at the recommended application rate. If the surface is very absorbent, the **coating** should be applied until surface is saturated per the manufacturer's written instructions. All areas not to receive coating shall be marked with straight, even lines as the limit lines.

The Contractor shall, in the presence of the Resident, apply the materials on a sample area which is representative of a jobsite application. When color and application methods are approved, the sample area shall serve as a standard of acceptance for all further work.

**The coating shall not be applied in direct sunlight when the air or surface temperature is greater than 90°F, or when air or surface temperature is below 45°F.**

**Coating material shall be applied per the manufacturer's recommended application rate and in strict accordance with the manufacturer's written instructions. The coating shall provide consistent color without light spots or shadows. The Resident reserves the right to have the Contractor recoat coating if the dried coat lacks consistent color or shows light spots or shadows.**

**For surfaces that have previously received pigmented coating, the coating shall be applied to the complete limits of pigmented coating application as described on the Contract Plans, not just the area of old coating removal.**

Regardless of the application method used (sprayer, roller or brush) the Contractor shall be responsible for achieving 100% coverage of the concrete including the interior surfaces of concrete voids, recesses, or other depressions on the concrete surface.

Protect plants, grass, sealant, asphalt, traffic, etc. during application from spray.

515.05 Method of Measurement

Pigmented Concrete Protective Coating will be measured for payment by the square yard, satisfactorily applied and accepted.

The removal of existing pigmented protective coatings will not be measured for payment separately, but shall be incidental to the Pigmented Protective Coating for Concrete Surfaces pay item.

515.06 Basis of Payment

Pigmented Concrete Protective Coating will be paid at the Contract unit price per square yard which price shall be full compensation for all labor, materials, equipment and incidentals required for furnishing and applying the pigmented concrete protective coating as shown on the Plans, in accordance with these Specifications or as approved by the Resident.

Surface preparation, including high-pressure washing to remove existing pigmented coatings, **sandblasting**, vegetation removal, and protection of surfaces not designated for treatment will not be paid for separately, but shall be incidental to the Pigmented Concrete Protective Coating item.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
515.201      Pigmented Protective Coating for Concrete Surfaces	Square Yard

**MAINE TURNPIKE AUTHORITY**

Pre-Bid Conference

**CONTRACT 2021.03**

BRIDGE REPAIRS 3 LOCATIONS  
BENNETT ROAD UNDERPASS MILE 68.6  
GROVE STREET UNDERPASS MILE 83.7  
ROUTE 9 UNDERPASS MILE 86.1

May 4, 2021

1. Locations:

The general limits of work are as shown in the contract plans. Bennett Road Underpass is located in New Gloucester. The Grove Street Underpass is located in Sabattus, near the Lewiston line. The Route 9 Underpass is located in Sabattus at the Sabattus exit.

2. General Description:

Bridge Repairs 3 Locations:

- At the Bennett Road Underpass, the work consists of pavement and membrane replacement; concrete deck, curb, fascia, fascia overhang, pier, and abutment repairs; end of deck and backwall reconstruction, concrete wing wall repairs, bridge joint replacement, protective coatings, milling and paving, maintenance of traffic and other incidental work.
- At the Grove Street Underpass, the work consists of steel beam repairs, maintenance of traffic and other incidental work.
- At the Route 9 Underpass, the work consists of pavement and membrane replacement; concrete deck, parapet, fascia, fascia overhang, pier, and abutment repairs; concrete wing wall repairs, bridge joint repairs, protective coatings, milling and paving, maintenance of traffic and other incidental work.
- Bridge Expansion Joint Cleaning on Wilson Road Mile 2.0 and Littlefield Road Mile 17.3.

3. Bid:

- a. Bid opening: May 20, 2021 at 11:00 AM, prevailing time as determined by the Authority at the MTA Administration Building, 2360 Congress Street, Portland. The opening will be online via a Zoom meeting. All registered plan holders will be sent the link for the Zoom bid

opening. The Zoom meeting link can also be obtained by contacting Nate Carll, Purchasing Manager, at (207) 871-7739 or email [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com).

- b. All bid and contractual questions shall be directed to Nate Carll, Purchasing Manager, at Phone No. (207) 482-8115.
- c. All questions on plans and specifications shall be in writing and shall be faxed or emailed to Nate Carll, Purchasing Manager, at Fax No. (207) 871-7739 or email [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com).

4. Notification:

Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Mr. Steve Tartre at (207) 482-8144 or [startre@maineturnpike.com](mailto:startre@maineturnpike.com).

5. Contract Specifications:

- a. The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices. Contractor is to review updated Supplemental Specifications.
- b. The Maine Turnpike Authority 2016 Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. They are available online at <https://www.maineturnpike.com/Projects/Construction-Related-Documents.aspx>

6. Construction Schedule/Substantial Completion/Prosecution of Work:

- a. May 27, 2021 – MTA Board to consider Contract Award.
- b. The following activities must be completed in the time specified. Supplemental liquidated damages (SLD) of One Thousand Dollars (\$1000) per calendar day per activity shall be assessed for each calendar day, or fraction thereof, that any of the below noted activities remain incomplete. The assessed SLD shall continue until the activities are complete:
  - The Contractor will be allowed to close Bennett Road Underpass Bridge for a maximum of 56 (fifty-six) calendar days. This closure must be consecutive and cannot begin prior to June 15, 2021.
  - The Contractor will be allowed to close Grove Street Underpass Bridge for a maximum of 60 (sixty) calendar days. This closure must be consecutive and cannot begin prior to June 8, 2021.
  - The Contractor will be allowed to close one lane and use one-way alternating traffic on the Route 9 Underpass Bridge for a maximum of 50 (fifty) calendar days. This closure must be consecutive.

- c. All work required for the Bridge Expansion Joint Cleaning on Wilson Road Mile 2.0 and Littlefield Road Mile 17.3 shall be scheduled within the first month of award and be completed in one day.
- d. The repairs at Grove Street Underpass Bridge are considered an emergency and shall be substantially complete by September 15, 2021. Substantially complete for Grove Street shall be defined by the Authority as the following:
  - The roadway is fully opened to traffic including shoulders and completion of all pavement layers.
  - All traffic control devices have been removed from the site, including the detour route.
  - Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.
- e. Concrete barrier on the Maine Turnpike at Grove Street Underpass Bridge will be allowed to be in place for a maximum of 30 (thirty) calendar days. The specifications will be updated to reflect this limitation in a forthcoming addendum.
- f. All work shall be completed on or before November 20, 2021.

7. Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

Contract includes Highway & Earthwork and Heavy & Bridge wage rates. See Special Provision 104.3.8 for The Wage Rate Determination.

8. Utility Coordination

The Contractor is required to call Dig Safe at least 72 hours prior to the start of work. The Contractor is required to notify the Resident 10 days prior to construction so the Resident can arrange for Maine Turnpike underground utility location.

9. Permit Requirements (Special Provision 105.8.2)

- a. The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
- b. Limit of Disturbance Plan shall be submitted prior to any disturbance.
- c. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
- d. The Project shall be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue.
- e. This Project is also subject to the requirements of the Maine Pollutant Discharge and Elimination System (MPDES) General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4), because it is located within an Urbanized Area (UA) as defined by the 2000 census by the U.S. Bureau of the Census. MS4

compliance requires all Contractors to be properly trained in Erosion and Sedimentation Control (ESC) measures (as per Special Provision Subsection 105.8.1 and Supplemental Specification Subsection 656.07) and implement measures to reduce pollutants in stormwater runoff from construction activities.

10. General Requirements:

- a. U-Turns at toll plazas and median openings are not allowed.
- b. Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.
- c. All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.
- d. All vehicles used on the Project shall be equipped with amber flashing beacons in accordance with the Supplemental Specification Subsection 652.3.4.

11. Traffic Control (Supplemental Specification and Special Provision Section 652)

- a. The Contractor is responsible for supplying, inspecting and maintaining traffic control devices in accordance with the project specifications. Contractor is subject to Penalty Damages for violation(s) per Supplemental Specification 652 and Special Provision 652.
- b. All traffic control devices shall be NCHRP 350 compliant.
- c. Lane closures shall be removed if work requiring the lane closure is not ongoing unless included in the Contract as a long-term traffic control requirement or approved by the Resident.
- d. All signs that do not apply to current construction activity shall be 100% covered or removed in accordance with the plans. This includes existing speed limit signs when the work zone speed is in effect.
- e. Bennett Road Underpass Bridge and Grove Street Underpass Bridge will be fully closed to through traffic for a portion of the project duration. The Contractor shall notify the Resident/Authority two weeks prior to the closure. All road closures will require that portable-changeable message signs are installed each side of the closure and actively announcing the closure dates two weeks prior to closing. A temporary detour shall be established and maintained at all times during the closure in accordance with the detour plan shown in the Plans.
- f. Bridge work directly over traffic or within six feet of a travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure.

- g. 652 SP replaces the MTA 2016 Supplemental Specification Section 652. Substantive revisions have been “bolded” in the 652 SP

## 12. Specific Contract Items:

- a. Temporary Rumble Strips have been included for use with temporary mainline lane closures at Grove Street Underpass. Usage of the Temporary Rumble Strips is up to the Contractor. These may be placed in several different configurations. “Bump” signs and “Rumble Strips Ahead” signs shall be adjusted to match the configuration being used. See Sheet 5 of the plans.
- b. Grove street heat straightening must be done prior to the girder modification.
- c. Automated Trailer Mounted Speed Limit signs are being included for mainline lane closures.
- d. Take note of the Bridge Expansion Joint Cleaning on Wilson Road Mile 2.0 and Littlefield Road Mile 17.3.
- e. There is a new detail for waterproofing membrane along the bridge gutterlines. This approach is detailed on the plans, described in Special Provision 508, and shown in greater detail in Appendix C of the Project Specifications. Special Provision 508 requires Soprema Antirock Waterproofing membrane. This detail is incidental to the High Performance Waterproofing Membrane pay item.
- f. The pigmented protective coating called for in the specification is no longer available from the manufacturer. An addendum will be forthcoming updating that specification.

## 13. Questions?